

CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

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East Germany

SUBJECT

New Sea Police Vessels

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- Two TUEMMLER-type vessels, construction [redacted] were delivered to the Sea Police on 24 August 1954; construction [redacted] were delivered on 2 September 1954. 1 The battery switches for TUEMMLER boats [redacted] which had been dispatched by the supplying firm on 27 July, were missing. After numerous enquiries and fits of rage by Kapitän Otto Karl Zinke of the supervisory committee assigned to the Peenewerft, the switches were found at the material depot of the yard on 29 August. They had been stored there since 2 August 1954. Oberleutnant Blücher (fmr) complained about the pump shafts which were liable to break because of defective design. 2 25X1 25X1
- On 12 September 1954, HABICHT-type vessel, construction [redacted] and another three vessels of the new building group were already in the water. Construction [redacted] was the HABICHT vessel, which after being transferred from Volkswerft Stralsund (Stralsund Nationalized Shipyard), was lengthened by nine meters at the Peenewerft. Construction [redacted] 25X1 25X1
[redacted] group were still on the slips in the assembly shop [redacted] 25X1
[redacted] und with the hulls complete. It was stated that on [redacted] work was done on these hulls. 3 25X1
- It appeared that the hull of the HABICHT boats of group I proved too weak because of faulty design. On 9 September 1954, HABICHT [redacted] was hauled up the slip after the propellershafts had been disconnected. This operation served the purpose of determining alterations to the hull of the vessel. It was discovered that the starboard engine was fitted 40 centimeters too close to the fore-and-aft line. The result was a displacement of the center of gravity. The propellershaft bearings were made of plastics manufactured in East Germany. Moisture had caused the material to swell and, as a result, the screw shafts were stuck. The group II HABICHTS were 9 meters longer than those of group I, and were to be equipped with Tamir sets. [redacted] 25X1
[redacted] Work on the four bucket dredges for the USSR on hand at the Peenewerft was temporarily stopped to assure the delivery targets of new minelayer-sweepers. On 25 August 1954, one of the dredges was flooded as far as the portholes through which water was penetrating into the interior. Sabotage was suspected. 25X1

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4. A total of nine boats of the SCHWALBE-type vessels under construction at Yachtwerft Berlin (Berlin Yachtbuilding Yard) were deliverable to the Sea Police in 1954. A total of 21 SCHWALBE boats were scheduled to be delivered in 1955, and another six in 1956. The construction of STOER-type motor minesweepers was also scheduled to start in 1956. In addition to the SCHWALBE-boats to be built by Yachtwerft Berlin, another twelve boats of the type were to be built by Thaelmannwerft in Brandenburg (Thaelmann Shipyard). 4 The first SCHWALBE boats built by Yachtwerft Berlin were scheduled to be transferred to Wolgast from Berlin in early October 1954. It was planned definitely to hand the boats over to the Sea Police 28 days after the beginning of their transfer in Berlin. The program provided 6 days for the transfer, 4 days for the execution of residual work, 1 day (the eleventh day after the start from Berlin) for taking on the entire equipment, and on the 12th day the stability test (heeling experiment) was scheduled to be carried out. The sea trials were to take place on 6 days and the 10 days preceding the target date could be used for final residual work and the removal of minor defects. 5

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5. Hollow roads were manufactured at the Peenewerft Wolgast and complete gears were shipped during the night only. A total of 36 rods was counted in a tent erected on the site of the shipyard. 6

6. The first FORELLE-type PT boat was expected to be transferred to Wolgast for sea trials in early December 1954. Unterleutnant Radenberg (fnU) was appointed in command of this vessel. 7

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1. [] Comment. The TUEMMLERS [] Boats [] were based in Peenemuende, [] [] were stationed in Sassnitz and placed under the orders of the respective port commanders. 25X1

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2. Oberleutnant Bluecher belongs to the technical staff of the Sea Police which is under the command of Kapitän zur See Wachsmann (fnu). 25X1

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3. After the first six group group I HABICHT boats have been built at the Volkswerft Stralsund, a change of the construction numbers seems to have taken place. The seventh boat [] was transferred to Peenewerft [] The first HABICHTS of building group II, which had all been built by the Peenewerft, []

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[] which had previously been carried by two group I boats completed in the mean time. Vessels [] were scheduled to be completed by November 1954. Other group II vessels, []

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[] have been laid down at the Peenewerft. The group III boats beginning [] were named KRAKE-type boats. It was not yet possible to find out what is to become of the two hulls, [] lying in the Volkswerft Stralsund. 25X1

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4. According to the plans in existence, as many as 12 SCHWALBE boats were scheduled to be delivered in 1954. On the other hand, the building program for the construction of a total of 36 boats of this type by Yachtwerft Berlin has not been modified. [] For the STOER building program, see previous reports, [] and []

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[] The first SCHWALBE boats have been completed by the Thaelmannwerft and are now serving []

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5. [] 25X1

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6. These instruments are used with the hollow-rod gear for sweeping magnetic mines.

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Acceptance, including sea trials and delivery, of SCHWALBE boats.

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- 1st day Acceptance of documentation, first inspection of the vessels and first functioning tests;
- 2nd day Functioning tests completed followed by degaussing runs (to be finished by 1400);
- 3rd day 24-hour's rest (until 1400) followed by the adjustment of compasses;
- 4th day Taking on provisions fuel, etc., and putting to sea;
- 5th day Measured mile runs, circle tests and momentum tests. Putting back to Wolgast;
- 6th day Final meeting.

The vessels will be definitely delivered 10 days later after finishing the residual work. The endurance test taking 13 3/4 hours on the fifth day as follows:

- 12 hours at full speed ahead
- 15 minutes at top speed emergency
- 30 minutes at full speed astern

The measured mile runs will be carried out at all fixed rates of speed with each engine working separately as well as with both engines, and consumption trials will also be carried out.

1. Engine

Slow speed (lower rate)	RPM
Half speed	RPM
Full speed	RPM

2. Engine

Slow speed (lower rate)	RPM
Half speed	RPM
Full speed	RPM

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